



King County

2008 King County Comprehensive Plan Update Snoqualmie SR-18 / I-90 Area Zoning Study (Revised 1/28/08)

**Executive Recommended
Department of Development and Environmental Services**

Summary

This area zoning study was conducted in response to two separate docket requests for properties along Snoqualmie Parkway at the intersection of SR-18 and I-90. One docket requested a redesignation from Rural Area to the Urban Growth Area for nearly 12 acres on the northwest corner of the SR-18/I-90 intersection. The other docket requested the same redesignation for 73 acres on the northeast corner of the SR-18/I-90 intersection for a new hospital. The total acreage under consideration is 85. Currently the properties in both docket requests are designated as Rural Residential and zoned RA-5, one home per five acres.

Background

The SR-18/I-90 study area is along both sides of Snoqualmie Parkway between the incorporated area of the City of Snoqualmie and Interstate 90. The studied properties west of Snoqualmie Parkway total nearly 12 acres on three properties. Currently the properties are undeveloped and forest covered.

Six properties east of Snoqualmie Parkway totaling approximately 73 acres have been proposed for the new Snoqualmie Hospital site. The only development on the properties is a Recreational Vehicle resort with access from Snoqualmie Parkway. The remaining properties are undeveloped and forest covered. The Snoqualmie Hospital has entered into agreement to purchase the properties within the study area owned by Puget Western, which submitted authorization of the docket request for its properties. As of the docket request submission, sale of the Leisure Time Resort RV park property was being negotiated by the Snoqualmie Hospital.

North of the study area is the Snoqualmie Ridge development and the incorporated area of the city of Snoqualmie. East of the study area are Rural Residential properties zoned RA-2.5, one home per 2.5 acres. Interstate 90 is along the south with publicly held land across the interstate. The Mitchell Hill-Raging River Rural Focus Area on King County and State of Washington owned properties forms the eastern border. The study area is within the Mountains to Sound Greenway, the corridor along I-90 that has used various mechanisms, including public funding, to preserve the natural character.

The area between I-90 and the incorporated area of the City of Snoqualmie was identified as the gateway to Snoqualmie - an area of future review for development or subdivision opportunities by King County and the City of Snoqualmie by the 1990 Interlocal Agreement that preceded the Snoqualmie Ridge development.

The docket properties are within this gateway area. Both dockets requested redesignation from the Rural Area to the Rural City Urban Growth Area for the City of Snoqualmie. The Mayor of the City of Snoqualmie submitted support for the new Snoqualmie Hospital development as part of the docket request. Locating the new hospital site in the gateway area would require conversion of the property to the UGA, consistent with KCCP policy U-147.

Applicable King County Comprehensive Plan Policies:

F-205 Public and private community service providers should be encouraged to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint sitting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools and other social and recreational facilities.

R-222 (proposed)

The Rural and Resource Land Preservation Transfer of Development Rights Program includes Demonstration Projects that involve an expansion of the Urban Growth Area as follows:

- a. The area to be added to the UGA shall be no more than 100 acres per project, and shall be immediately adjacent to the original urban growth boundary as established in the 1994 King County Comprehensive Plan or adjacent to the boundary of the Rural City Urban Growth Area;
- b. All additional density and square footage for any non-residential use, in an urban expansion area shall require the purchase of transferable development rights from sending sites within an established Rural Preservation District. The Rural Preservation District shall be outside the expansion area and shall remain Rural;

- c. The Rural Preservation District will, to the maximum extent practical, provide a buffer of permanently preserved open space and rural density between a UGA expansion area and adjacent Rural areas;
- d. At minimum, four acres of land shall be preserved for every one acre of UGA expansion. The preservation shall come from either the transfer of development rights or the dedication of open space within the Rural Preservation District or a combination of both;
- e. The Rural Preservation District shall be sized with a sufficient amount of sending site acreage to provide an expansion area with the necessary amount of potential transferable development rights and satisfy R-222d; and
- f. As a consideration in the formulation of future TDR policy, King County will evaluate the effects of land preservation on property values as a result of UGA expansions that require the transfer of development rights or dedication of open space from surrounding areas.

Analysis and Conclusions:

The SR-18/I-90 study area is located on both sides of Snoqualmie Parkway between the incorporated area of the City of Snoqualmie and I-90. Two docket requests were submitted to designate these properties, which total 85 acres, from the Rural Area to the Urban Growth Area. The 73 acres on the east side of Snoqualmie Parkway have been proposed as the future site of the Snoqualmie Hospital and a community college branch campus.

The area between the SR-18/I-90 interchange and the City of the Snoqualmie was identified by the Snoqualmie Valley Community Plan as an area of future review. Redesignation of the properties along Snoqualmie Parkway will finalize the development of this area as required by Snoqualmie Valley Community Plan. However, including these areas within the UGA and approval of these developments will bring pressure to bear on adjacent Rural Areas to the east and west to also seek redesignation to urban.

Intensive development on the properties north of I-90 at the intersection of SR-18 would have a negative impact on this intersection within the Mountains to Sound Greenway. The large amount of acres within the docket study provides more options for protecting the view along I-90 than would individual, separate developments. As part of the docket request, the Mountains to Sound Greenway trust submitted support for the new Snoqualmie Hospital if designed to support the forested continuity of the Greenway.

A pilot project is the best means to determine an appropriate level of Urban development, offset by the creation of new and permanent open space.

The Rural Preservation Program: Pilot Project

The Rural Preservation Program is a new program designed to expand opportunities for the preservation of rural and resource lands, including lands that are already developed at low densities. The Rural Preservation Program utilizes the County's established Transfer of Development Rights (TDR) program to foster greater preservation of rural lands in close proximity to the Urban Growth Area to remove from these lands the pressure for future conversion to urban development. One of the main attributes of this program is to create a "nexus" between the land being protected and the land receiving higher densities. To accomplish this, a Rural Preservation District will be identified within which preservation will be prioritized. After careful consideration of the docket requests to redesignate 85 acres at the SR-18/I-90, we have chosen this area as a pilot project in the Rural Preservation Program.

The 85 acres that are the subject of the docket requests for redesignation to urban will become urban but with Urban Reserve zoning and a requirement for an interlocal agreement (ILA) with the City of Snoqualmie specifying preservation of lands within the Rural Preservation District. The ILA will restrict these lands from urban development until at least four times the amount of land, or 340 acres, is protected either through the Transfer of Development Rights or dedication of land as permanent open space. With the use of transferable development rights, the development must purchase a number of development rights that is commensurate with the square footage of non-residential uses and the number of housing units proposed for the site, with the formula to be determined later. The Rural Preservation District, from which development rights must be purchased and open space be dedicated, will be at least three times the acreage as required under the ILA to allow for market factors. The Rural Preservation District will include the buffer area requested by the Mountains to Sound Greenway and extend to rural properties east, west, and south of the proposed development.

The area contained in the Urban Reserve portion includes more than sufficient land for development of the new Snoqualmie Hospital, a community college, and any auxiliary or joint use as encouraged by KCCP policy F-205. Conversion of additional Rural land east or west of the SDO to Urban is not warranted.

Executive Staff Recommendation:

Redesignate parcels 0223079046, 0223079063, 0223079075, 022307UNKN, 0223079007, 0223079049, 0223079064, 7462900120, 7462900130, and 7462900110 as Urban. Rezone these parcels, comprising 85 acres, from RA-5 to UR. These parcels are proposed for an Urban land use designation and to be a Transfer of Development Rights (TDR) receiving area as part of a Rural Preservation pilot project. Adjacent Rural Areas, as shown on the attached map, are designated a

Rural Preservation District and are the TDR sending area for the pilot project.

The purpose of the pilot project is to allow the 85-acre study area to become urban while protecting surrounding rural lands. The pilot project will be implemented with Urban Reserve zoning, that restricts these lands from urban development until at least four times the amount of land, or 340 acres is protected either through Transfer of Development Rights or dedication of land as permanent open space. Additionally, the development must purchase development rights commensurate with the square footage and housing units requested for the site, with the formula to be determined later. The Rural Preservation District will be at least three times the acreage as required under the pilot program to allow for market factors.

King County will work with the City of Snoqualmie and property owners to assure that a minimum of 150-200 foot buffer along I-90 is provided, consistent with the Mountains to Sound Greenway, and a perimeter buffer along the east margin of the 75-acre portion of the study area east of Snoqualmie Ridge Parkway. Land included in the buffer can be dedicated as permanent open space and count toward the total of 340 acres required for protection. It is estimated that a 200' buffer along the south margin of the proposed Urban Area, and a 100' buffer along the east margin of the Urban Area, will result in the preservation of about 20 acres and thereby reduce the Urban development area to 65 acres. This would lower the required size of the preservation area from 340 acres to 260 acres.

Uses in the new Urban Area shall be limited to “institutional” uses such as colleges and hospitals and ancillary uses to include a hotel, retail uses directly related to a hospital or college, or limited residential development but not highway-orientated commercial uses. King County shall apply Urban Reserve zoning to any Urban Areas established by the pilot project.

King County and the City of Snoqualmie shall enter into an Interlocal Agreement prior to annexation to assure these conditions are followed after annexation. Actual development of the Urban Area established by the pilot project will occur after annexation using the development standards of the City of Snoqualmie.

The pilot project shall be evaluated during the 2012 update of the King County Comprehensive Plan. A determination whether or not to extend the pilot project shall be made at that time.